

The Indiana Teamster

"Serving the Indiana Teamster Movement"

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Vol. V

Indianapolis, Indiana, January, 1946

No. 4

EVANSVILLE TAXI MEN GET GOOD CONTRACT

Steven Toth Re-elected by Teamster Local

EAST CHICAGO—Steven Toth, president of Indiana State Drivers Council, was re-elected December 27 to serve his 15th consecutive year as secretary-treasurer of Teamsters and Chauffeurs Local No. 520 of the International Brotherhood of Teamsters.

At the same time Frank Potesak was elected business representative of the union and five other officials were returned to office without contest.

Election was held at union headquarters, 4616 Indianapolis Boulevard. Toth was opposed by Robert Smith; Potesak by P. J. Johnson.

Mr. Toth is a frequent contributor to *The Indiana Teamster*. In supporting his candidacy for re-election, the *Labor Beacon* of Michigan City reported in its December 21 issue:

"Toth is, perhaps, one of the best-known labor leaders in Indiana, not only for his union activities, but for the many civic enterprises he has long been identified with. In labor circles he has been many times signaled out for the loyalty and care he has given the men whom he has represented in their many work problems. He is also president of the Indiana State Drivers Council and a member of the Organization Committee of the Indiana State Federation of Labor."

"His list of community activities is long and includes membership on a Draft Board, the Rationing Board, the East Chicago Educational Council, and the Inter-Racial Council on Slum Clearance."

"He has taken an active part in aiding Father Campaign in the establishment of a Home of Opportunity for Boys in Lake County."

"Frank Potesak is likewise respected as a hard-working, loyal unionist, who has given much to the union and the community."

Indianapolis Teamsters Give Xmas Cheer



Members of Indianapolis Teamsters Union filled hundreds of baskets with foodstuffs for Christmas dinners in needy homes. Shown filling the baskets in Indianapolis headquarters of the union, 28 West North Street, prior to distribution are (left to right) C. E. Davis, president of Local 188; Emmett J. Williams, secretary of Local 135; James E. Deets, president of Local 716; Michael C. Granat, president of Local 193 and of Teamsters' Joint Council No. 69, and Leo Bauer, president of Local 233.

Better Service Seen as Result Of New Policy

EVANSVILLE—John Beaird, new owner of the Yellow Cab Co. here, has signed an agreement for all his drivers with Taxi Drivers Local No. 11 of the Teamsters Union, giving them a \$3-a-week increase and time and one-half for overtime after 48 hours. Also he has surprised the drivers by giving them a Christmas bonus.

The union was represented in the negotiations by Clyde B. Birdsong, president of Teamsters Joint Council No. 76, who signed the contract; N. C. Murkin of the International office; Roy Carrier, president, and Lloyd Rhoads, secretary-treasurer of the local.

The new agreement is expected to end a chaotic transportation situation here which for two years has been almost—but by no means equally—as bad as the intolerable taxicab service in Indianapolis.

According to the local *Labor Forum*:

Good will is paying handsome dividends for the community this holiday season. For more years than most veteran cab drivers like to remember, New Year's Eve meant only two things for members of Taxi Drivers Local No. 11—an unsigned contract and plenty of local public indignation at interrupted service. The cab drivers were blamed for both.

For the coming year, Evansville can reasonably expect uninterrupted cab service. The drivers have the first signed contract since 1943.

Following action of the Yellow Cab Co. in negotiating a contract with Taxi Drivers Local No. 11, the Liberty Cab Co. also signed a contract with the union. About 50 persons will be employed in the Liberty organization. Operation of the new firm is expected to begin about January 10.

Drewry's Renews Contract With 364

SOUTH BEND—Walter E. Biggs, head of Teamsters Union No. 364, has just signed a new contract with the management of Drewry's Limited, Inc., affecting approximately 350 union members.

Signing of the agreement followed a series of negotiations extending over several months.

The new contract gives the union members, both drivers and inside workers, substantial pay increases and improved working conditions.

The contract is retroactive to May 1, 1945, and by its terms reimburses some of the men as much as \$150 each in back pay.

Drewry's employees have been members of Local 364 since May, 1942, when Biggs signed for a closed shop.

State Federation To Install Hess As 2d Vice-Pres.

Pat Hess, head of the Fort Wayne Teamsters, Local 414, will be installed as second vice-president of the Indiana State Federation of Labor at a meeting of the Executive Board in the Claypool Hotel, Indianapolis, the evening of January 14.

Hess was unanimously endorsed for the office last March by the State Drivers Council, of which he had been president six years straight, and was elected by the Federation in June for a two-year period.

Installation of officers will precede the Federation's mid-winter conference.

The conference will convene at 2 p. m., January 15, in the Assembly Room, eighth floor of the Claypool, and adjourn January 17.

Eskeu Devises Insurance for Aero Teamsters

Charles L. Eskeu, steward of Teamsters' Union No. 193 at the Aero Mayflower Transit Co. in Indianapolis, is sponsoring a program whereby all Mayflower drivers can obtain insurance totaling \$600 on their personal effects for \$1.25 per month.

Mr. Eskeu initiated and worked out the plan, after long and careful study, not with a view to any personal gain, but on the obvious theory that the drivers in whom he has a friendly interest must have this sort of coverage.

He made an arrangement with the American States Insurance Co. of Indianapolis providing for the group policies.

The master policy has been taken out by the Mayflower management.

(Continued on page 3)

Star Publishes Teamsters' Ad on Owner's Orders

Last month we reproduced an advertisement which none of the Indianapolis daily newspapers would publish for the Teamsters Joint Council No. 69. This advertisement called upon the public to demand restoration of daily milk and department store deliveries.

In this issue we reproduce a similar advertisement by the Joint Council which *The Indianapolis Star* did publish Sunday, December 30.

Acceptance of this second advertisement was on orders of the *Star's* publisher, Eugene C. Pulliam, who had been out of town and was therefore not consulted when advertisement No. 1 was refused by that newspaper.

Mr. Pulliam read reports about the policy of his advertising department in this journal, or the *International Teamster*, or perhaps in *The Union*, an AFL weekly published in Indianapolis. (Continued on page 3)

Morgan Caught Again

Ivan Morgan, Indiana's political boss and baron of the Scott county feudal disgrace, has been convicted again of selling rotten ketchup. See the February *International Teamster*.

SWICKARD CLU TRUSTEE

ANDERSON—Lloyd M. Swickard, business representative in Anderson and its vicinity of Teamsters Union, Local 369, was named trustee for three years of the Madison County Central Labor Council in a recent election of officers.

Terminal Bosses Blamed for Many Accidents

Motor vehicle fleet supervisors from Indiana and its vicinity who attended a safety school at Purdue University early in December heard their terminal managers accused of causing 25 per cent of all highway trucking accidents because of their disregard for "fundamental safety requirements."

The charges were made by Walter W. Bryant, superintendent of highway engineers for Merkel Service of Chicago, and Michael C. Granat, representing the International Brotherhood of Teamsters.

Mr. Granat, who is president of Teamsters Joint Council No. 69 and head of Local 193, Indianapolis, told the supervisors

that some employers attempt to make union representatives accept responsibility for sending out trucks in need of repair.

"Take this case, for instance," he remarked. "A driver returned to the terminal at the end of a trip and reported that the truck was in dangerous condition because its brakes did not work. He recommended that it be repaired immediately."

"The next night he reported for work and found the truck loaded with a hot shipment which the company ordered him to deliver as quickly as possible."

"The driver got into the cab and tested the brakes. They had not been repaired. He thereupon refused to take out the load. The company called in the business agent and made a formal protest

against the driver for refusing to perform his duties."

"The union official was therefore put in the position of deciding whether the driver was right or the company was right. If he sustained the driver, the company would accuse the union of interfering with emergency shipments and acting against the public interest."

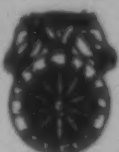
"If he sustained the company, he would endanger the life of the driver as well as the safety of the valuable cargo."

"I maintain that the company should take the responsibility for its own equipment and should employ sufficient inspectors and mechanics to keep it in constant repair."

"And when a driver reports mechanical defects, they should be fixed before any other man is asked to operate the truck."

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The Indiana Teamster



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INDIANA STATE DRIVERS' COUNCIL

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OFFICERS

STEPHEN TOTTE, President.
CHARLES MILLER, Vice-President.
C. B. BIRDSONG, Secretary-Treasurer.
O. B. CHAMBERS, Recording Secretary.

TRUSTEES—D. E. MAHONEY, MICHAEL C. GRANAT, EVERETT WILKES

EDITOR: SCOTT ARMSTRONG

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Deadline for copy is the first Thursday after the monthly meeting of the Indiana State Drivers Council in Indianapolis, which is held on the third Friday of each month.

Vol. V

No. 4

That Collins Letter!

We are glad we published Corp. Collins' letter to the Richmond Palladium-Item and Mrs. Hale's answer, written for *The Indiana Teamster* in our December edition.

The subject aroused James H. Stewart, who is one of James Katz's boys, to tell the people of Richmond something of the truth from the viewpoint of a man who has seen service in both War II and as a "nitwit" labor leader.

And we reprint Mr. Stewart's statement as published in the *Palladium-Item*, with the sole regret that it could not have been spread over every newspaper in the United States.

Stewart's Letter

In the December issue of *The Indiana Teamster* I read the letter that Corp. Francis O. Collins wrote to the Richmond *Palladium-Item* and I must add my thanks to Mrs. Leroy Hale for her answer to Mr. Collins.

It is perfectly evident to me that there are two people, at least, in this world who should meet—Mr. Collins and Poison Pen Pegler. They would make bosom friends, I'm sure.

Of course Mr. Collins, in his postscript, said he helped "D" Day, and our rip-snorting, labor-hating Mr. Pegler never shouldered anything more rugged than a fountain pen, while the object of their hatred, the people who made all the airplanes, tanks, guns, clothing, food, ammunition, ships and, yes, the men who sailed them, too, were those despised "nitwits," as Mr. Collins and Poison Pen Pegler calls us, the union laborers.

I wonder how Mr. Collins got across the ocean? I wonder how all the things he and his buddies needed while they were over there got there? I'm pretty sure they didn't carry them in their barracks bags.

Union men made the things they needed; union men hauled them to the seaports; union men loaded them on ships; union men sailed those ships through submarine-infested waters of the world; union men supplied the steam and kept the machinery and rigging in tip-top shape so these cargoes could be speedily unloaded in war zones.

I wonder if our friend Mr. Collins noticed the battered, shell-torn hulks of ships that were around the beachhead that day? I can tell him now that union men of the Merchant Marine put those ships there, to act as a breakwater to keep him and his buddies from drowning when they landed, and to act as a natural harbor for unloading war materials.

Do you wonder how I know all this, Mr. Collins? I was there on one of those ships!

We were union men aboard old 456, the number the Army gave our ship. When she went down we were put aboard LST 502, and ask some of your buddies if we refused to do all we could to help them. They will tell you we helped feed the wounded, helped clean up the ship, and cleaned pots and pans for the cooks and—oh, yes—ask them who else but union cooks went straight to the galley aboard her and cooked and baked some of the best food they had had in a long time. Those fellows were glad we came aboard and sorry to see us leave. Ask them!

Think it over, mate. Did you win the war single-handed? We were all helping "D" Day, including our wives, mothers, brothers, sweethearts, fathers—yes, and even grandfathers and grandmothers.

We were all union labor, doing our best to win this war. I sincerely hope all service men and women will think this letter over and realize we were all united to win this war; that no one service or class of people won it single-handed.

Mr. Collins, union labor is waiting to welcome you and your buddies with your old job or a better one when you get back, with better working conditions, better pay, and job security. And, lest I forget, mate, when you start back from over there, look around at the fellows who are sailing your ship, running your trains, and operating your buses. They are wearing the union button.

Yours for better understanding,

JAMES H. STEWART,

Assistant Business Agent, Local 691.

Seaman Passport No. 139984; Seaman Z-275300; Richmond, Ind.

LAFAYETTE

By S. W. HELTON

Election of officers for Local 543 was held Saturday, December 29, which resulted as follows: President, Jess Young; vice-president, William Webb; recording secretary, Rodney Davidson; secretary-treasurer, S. W. Helton. Trustees, three years, Byrle Coffman; two years, John Brucker; one year, Earl Look.

Tom Shoaf has returned from the service and is back driving for the Indiana Lock Joint Concrete Pipe Co.

Brother Fred Cress was wondering what to do to receive mention in *The Indiana Teamster*. Said brother declined the nomination for recording secretary. There you are; he dood it!

Lafayette Typographical Union No. 64, in its recent handbill, makes the following request. Quote:

CITIZENS OF LAFAYETTE: PLEASE DO NOT BUY OR READ THE JOURNAL-COURIER UNTIL MARSHALL GIVES UP THE IDEA OF PRINTING A LAFAYETTE DAILY NEWSPAPER WITH FOREIGN STRIKEBREAKERS.

Unquote.

To all Teamsters: Printers' Local 64 has a picket line around this place of business. Please cooperate.

Tom Hobaugh is back with the Ice and Coal Co., having been discharged from the service. Glad to have you back, Tom.

Notice to members: Our meeting date at Lafayette has been changed. Until further notice, we will meet the third Sunday of each month at 2:30 p.m. in Room 1 of the Labor Temple, Fourth and Columbia Sts.

Other meetings:

Frankfort: Last Saturday, 7:30 p.m.

Goodland: Last Wednesday, 7:30 p.m.

Dairy Employees: Third Tuesday, 7:30 p.m.

Ice and Coal Drivers: Second Friday, 7:30 p.m.

Please! If you know of any news for this column, bring or send it in before the third Friday of each month. HELP! HELP!



By AL LINDAHL

- Nov. 1—Another month to be thankful for.
- Nov. 2—John Riland and Jerry Whiting back on the job after a stretch in the Army and Navy.
- Nov. 3—Jimmy Hubbard is a busy guy between his job at nights in the Shipping Office and his studies at Notre Dame.
- Nov. 4—Bobbie Singleton likes that town of Indianapolis on weekends. Wait till "Joe" gets back around this gang and hears what has been going on.
- Nov. 5—That wound of Gasper Signorino is causing him a lot of trouble these days.
- Nov. 6—Why is it that every time Phil. Dlugosz has pig-hocks and sauerkraut he has to work overtime?
- Nov. 7—The passing away of Gottlieb "Coconuts" Weinman on this day is deeply felt by all the members of this plant.
- Nov. 8—Anyone having a pair of boots, size 13, please get in touch with John "Feet" Balogh. How about you guys down state, are there any rubber life rafts on the river that can be had?
- Nov. 9—Since Geo. Irons gave up dog racing he is taking on cars. Want to buy a set of sockets, George?
- Nov. 10—Elmer Wild off for the north country for some venison. Take care of him, Seth!
- Nov. 11—The day for all veterans to give thanks.
- Nov. 12—Have heard that Andy Sholly is back in the States. So they better put out some work on that can line.
- Nov. 13—That congenial salesman you guys and gals see around the State is none other than "Handsome Dan" Lassen.
- Nov. 14—Maybe Botto and Bob should use telegrams.
- Nov. 15—Anything can happen now that Fred Engle has a helper.
- Nov. 16—"Met" Steinhof is having all his bad luck now, we hope.
- Nov. 17—"Bud" Nelson, the chief's son, is now with the pipe gang.
- Nov. 18—What has Joe Voxman done lately? N.C.
- Nov. 19—J. Lee Storey is out buying his Christmas gifts, so you better be nice, gals.
- Nov. 20—Everyone seems to think that the contract gang did a good job.
- Nov. 21—Al Goepfrich back after a long time across.
- Nov. 22—The show of the month. Steve Wieger had Joe Benko on a hog-killing expedition. Benko shoots and shoots. Finally they stalk the bacon down in a pen and hunter Joe takes careful aim. Result, a dead hog! Joe wanted to see where he shot it, and in the course of cleaning could only find two bullets until they cut the tail off. Some shooting, Joe.
- Nov. 23—Turkey hash and what-nots.
- Nov. 24—"Erny" Marley, what makes your head so hard?
- Nov. 25—Eddie "Kaz," Carl Butjas and Bill Tidwell on their way home from the Pacific. Hurry back, fellows.
- Nov. 26—It is rumored that "Buff" Walters is getting hitched.
- Nov. 27—Geo. Molnar claims that his bowling ball is not filled with vinegar.
- Nov. 28—Marshall Rodney has himself a time on his vacation.
- Nov. 29—Stan. Kalaminski back on the job.
- Nov. 30—A good way to end this month is with the purchase of another Bond and a gift to the War Chest.

UP-TO-DATE WITH NO. 188

By SWEDE WAECHTER

Attend your monthly craft meeting and find out what is going on. It may help you to save a buck now and then.

There is a bakery in our craft which won't hire salesdrivers after they reach the age of thirty. We all have our own ideas of this plan, but, after all, there are going to be a lot of returning veterans looking for jobs who are over thirty years of age.

We have three new contracts at this writing and will have another one soon—the Kraft Cheese, the Purity Cone and Chip Co. and the Blue Valley Creamery.

We will start negotiations with the Wadley Co. January 4. Wish us luck!

Well, here I go again. Please insist your milkman have a union button. If you buy milk from the grocery, buy Kroger milk—Kroger is union. If not, call a Capitol Dairies driver. It's a Borden unit and is organized all over the country.

We would like to hear some news from our out-of-town members. How about the bowling scores at Sheridan?

We have quite a list of veterans returning to the craft. Here are the ones we have up to date: Brothers Lewis Blades and Cecil Cone at Wonder Bread Co.; Brothers Ralph Bedwell, Leonard Pavey and Fred Pavey at Hostess Cake Co.; Brothers Paul Baker, Alfred Parr and Bill Gray at West Baking Co.; Brothers

Charles Strange, Julian Jones, Ralph Buntin and Warren Hunt at Colonial Baking Co.; Brothers Cecil Harris, Pat Page and Al Guy at Purity Bakeries; Brothers Ralph Handley, Guy Davenport and Lowell Hannon at Grennan Cake Co.; Brothers Herman Wirtz, Russell Cook, Paul Schott, Charles Hewitt and Don Wright at General Baking Co. Welcome home, boys! We have missed you and are certainly glad to have you back.

The boys of the retail sales of General Baking Company gave a great big note of thanks to our president, C. E. Davis, and his associates, for the second increase in less than three years.

We hope everyone had a nice Christmas. A Happy New Year to you all.

HAVE IT DELIVERED UNION.

LOCAL 215 SIGNS FOR CITY FREIGHT

EVANSVILLE — Teamsters Union No. 215 of Evansville and its vicinity has completed negotiations and signed all city freight contracts for 500 members, according to Clyde B. Birdsong, president.

The contracts, effective as of November 1, 1945, give the members a nice pay increase and improved working conditions.

LOCAL 716

By JAMES E. DEETS

We would like to take this opportunity to wish our members and friends a very Happy New Year.

As to our negotiations, we have now settled our Ready Mix Concrete contract and Heston Ready Mix Concrete contract with a nice increase in wages and much better working conditions.

We are still in the midst of negotiations with the American Aggregates Corporation and Contractors' Association.

We have now organized the inside workers of the Electric Supply companies, and plan to start bargaining for them immediately.

We feel we did our share in Indianapolis in trying to make it a better Christmas for those less fortunate than ourselves. We clothed several children and furnished baskets to some very needy families.

SAWOCHKA INJURED IN FALL ON STAIRS

GARY — Mike Sawochka, business representative of Teamsters Union No. 142, is confined to his home here with injuries received in a fall downstairs.

The accident, caused by ice frozen to the sole of his shoe, gave him two broken ribs and a broken wrist.

Many friends wish Mr. Sawochka the best of luck.

Star Publishes Teamsters' Ad on Owner's Orders

(Continued from page 1)

lis, which gave the story a front-page splash.

Then Mr. Pulliam telephoned to Lester Hunt, at the Teamsters' International headquarters, and expressed regrets that the advertisement had been rejected by his newspaper.

"You were treated unfairly by the *Star*," Mr. Pulliam said. "I am calling to express my personal regret and to assure you that the *Star* will print your advertising. The ad was refused without my knowledge and during my absence from the city.

"The *Star* is pro-labor, not anti-labor."

In reporting the conversation, Mr. Hunt, an editor of the International's monthly magazine, points out that "No such assurances have come from the other Indianapolis dailies, the *Times* and the *News*. They treated the Teamsters unfairly, too. But they have not admitted it or corrected it."

The article continues:

"In view of Mr. Pulliam's forthright action, our argument with the *Star* over the ad is a closed incident.

"It is most unusual for a publisher of a metropolitan newspaper to personally call a labor union to concede, and apologize for, an unfair action.

"We accepted it as graciously as Mr. Pulliam gave it and compliment him for the fairness he displayed. We hope this is a forerunner of more cordial relations and better understanding between the *Star* and the Teamsters."

Eskew Devises Insurance for Aero Teamsters

(Continued from page 1)

Both Personal and Liability

The \$600 insurance covers personal effects such as usually are carried by a driver and on money and securities belonging to the driver or for which he is liable to his employer, according to the November issue of *Mayflower Aerogram*, the company's official publication.

Of this \$600, says the article, \$300 applies to personal effects—with a limit of \$100 on any one watch or article of jewelry—and the other \$300 covers the money and securities mentioned.

The policy insures against direct loss due to transportation hazards, including fire, lightning, windstorm, hail, riot, civil commotion, or explosion arising out of the use of vehicles in the employer's business; collision or upset of such a vehicle; burglary, robbery, theft and larceny.

This coverage does not apply at the employee's usual place of residence, but is unusual in that it applies to losses occurring from a Mayflower van.

Anyone wanting further information on the subject should consult Mr. Eskew, Chester Neal, Clayton Sparks or John Mikels.

They'll tell you it's a good idea.

The Teamsters Will Deliver It!

(Indianapolis Star, December 30, 1945)

The International Brotherhood of Teamsters is one of the largest labor unions in the world. It has one of the best records for avoiding strikes, particularly during the war.

The files of this union at its International Headquarters, here in Indianapolis, show that for the last three months it averaged 660,783 members, not including men in the armed services who have taken withdrawal cards. These veterans will be reinstated upon their return without the payment of any fee.

Out of this huge membership total, less than 2,000 men are on strike. This is substantially less than one-third of one per cent and even this low figure is higher than the average.

In the largest strike now in progress the men are attempting to collect back wages awarded by a government board more than two years ago. Their employers have consistently refused to pay and have defied a ruling of the government made in a period of national emergency.

These rebellious employers also refuse to sign the same agreement accepted by their competitors who are employing 23,000 men, all of them at work.

The Teamsters' Union believes in employer responsibility as well as in union responsibility. If it permitted the men of the irresponsible employers to remain at work, it would penalize the responsible employers who have paid the award of the government and who have signed contracts with this union.

The employers and union representatives, including our general president, Daniel J. Tobin, have been negotiating for a settlement during the past week in Washington.

The strike will continue until a settlement is reached.

The strike does not involve Indiana truck drivers. Their employers accepted the Federal award. Although it gave back pay to the drivers, the award imposed harsh conditions on them. It compelled them to work 60 hours a week without overtime, a condition unparalleled in any other war labor case.

Nevertheless, the drivers accepted it in patriotic recognition of their wartime responsibilities to the nation.

The strike-bound employers accepted it, too. But they did not accept the part that

applied to them. In other words, the Teamsters took the bad with the good. The employers took only the good.

In addition to improving conditions for its men at work, the International Union is trying to find jobs for its unemployed. It is attempting to assure jobs for its more than 100,000 members who went into the armed services. The bulk of them went from the home delivery system of the nation.

They had been employed in the daily delivery of milk, bread, laundry, department store packages, etc. During the war this service was drastically curtailed or eliminated entirely to conserve manpower and equipment.

However, the contracts with the union based on this high degree of public service were never cancelled. We naturally expected that when the war emergency ended, the employers would revert to the old standards of service to their customers.

But the employers discovered a gold mine in the wartime restrictions. With delivery costs reduced or eliminated, profits soared. If they go back to the daily delivery of milk and other articles, these wartime profits will be diverted into the pockets of returning war veterans hired to restore home delivery service to its previous efficiency.

When deliveries were curtailed during the war, the price of merchandise previously delivered was not reduced. The public paid the same prices, which included the cost of delivery. The public continued to pay for the service it was not receiving.

The Teamsters' Union believes that home delivery service should be expanded at once. The policy of the government is now to increase jobs, instead of reduce them, as it was forced to do during the war.

Unless the nation finds work for its servicemen, we all face serious economic consequences.

The national welfare demands the largest possible employment. The Teamsters' Union is doing everything possible to produce it. We can only succeed with public help.

You can help if you insist on the home delivery service for which you have been paying.

Please help us, and help yourself, by saying to the merchants you patronize:

"HAVE IT DELIVERED!"

Indianapolis Joint Council of Teamsters No. 69

35 MAYFLOWER MEN QUALIFY FOR AWARDS

Members of 193 Set Records of Safety Driving

The current *Mayflower Aero-gram*, official publication of the Aero Mayflower Co., praises the company's drivers and lists 35 who have qualified for NO-ACCIDENT awards in the last two months.

These men are all members of Teamsters Union No. 193, which has the company 100 per cent organized.

The article says, in part:

During these two months no fewer than 35 Mayflower drivers qualified for No-Accident Awards for periods ranging from one to eight years. In the latter class is A. Chester Neal. Eight years is a long time to go without a chargeable accident, and the heartiest congratulations of the entire Mayflower personnel go to this super van pilot.

Two men have qualified for "Lord Elgin" watches, which go to all men who attain five consecutive years of driving without accident. They are John B. Riney and Charles C. Tipps.

There is another group that has established a record that is worthy of extra mention and which is particularly gratifying to the management. Not only did they qualify for one-year safe driving awards, but each has driven continuously for one year without a single day's loss of time. They are: Edward J. Bowers, John W. Henry, Paul Measler, Robert M. Mercer, Howard W. Rahm and August A. Wolf.

Here is the complete list of Mayflower drivers who have qualified for No-Accident Awards in the last two months, together with their periods of safe driving:

Eight Years: A. Chester Neal.

Five Years: John B. Riney, Charles C. Tipps.

Four Years: D. Bruce Baker, Donald B. Mundy, Noah G. Wethington.

Three Years: Elijah A. Davis, Robert D. Edwards, John H. Kunze, James C. Ramsbottom.

Two Years: Elmer O. Coleman, Sidney M. Pike, Everett C. Murray, Hurchel G. Wethington.

One Year: Jesse L. Anders, Richard Connely, Paul S. Crume, Theodore G. Hamilton, Samuel Jennis, Howard M. Pike, Edward J. Bowers, Frank H. Brown, Alonzo H. Cromwell, Frank W. Gaskie, Woodrow W. Glidewell, John W. Henery, Louis T. Johnson, Joseph P. Maier, Henry F. Meagher, Paul Measler, Robert M. Mercer, Donald C. Preston, Gerald J. Quillen, Howard W. Rahm and August A. Wolf.

Jim Deets Plays Santa Claus



When Teamsters' Local 116 of Indianapolis decided to clothe a couple of needy children for Christmas, President James E. Deets (left) took a boy and smart little colored girl shopping. Accompanying him were E. L. Yount (center) and Harry Hudson, union officials.

Richmond Local 691 Says Hello

By JAMES E. KATZ

Folks around 691 sure 're allergic to circus wagons lately, especially if the aforesaid circus wagons have Scott County Packing Co. on them. (See story about this company elsewhere in this edition.—Editor.)

Bread is called the staff of life, so let's all look for the union label on the wrapper it comes in.

James Katz attended a seance at Rushville. He had been told the guy could really make a table bounce. Guess it didn't scare him very badly though, because he didn't have a hair out of place when he came out.

I. R. C. & D. is blessed with a fair weather driver I've been told. The guy took a good look at the slick roads and came back in. How about it, Bill?

The International Furniture Co. agreed to sign a contract. The men

got a substantial wage increase, and everybody is happy over it.

"Don't Fence Me In" is a popular song around here, especially when they get a whiff of Bill's cigars!

Advice to car owners: Don't ever name your car a "Jitter Buggy." Jimmie Stewart named his that, and durned if the car didn't put a dance on that would have won a prize on the ice. Came near being curtains for the Jitter Buggy and Jimmie.

Westbrook Pegler, better known to union labor as Poison Pen Pegler; Francis O. Collins, and James Stewart are really feuding this time. Poison Pen says unions are Rackets. Francis O. Collins says we are halfwits and worse than Nazis, and Stewart says union labor built, hauled and sailed the material across the ocean that made our victory in this war possible. All of us know union men who traded work clothes for a uniform, and fought our enemies, too! No sensible person can forget for a moment we did a good job. I'm pretty sure Hog Jaw Mussolini, Superman Hitler and Buck Tooth Hirohito won't ever forget that union labor built the trap that caught those rats.

Thanks to the Richmond Palladium-Item for printing our answer to Poison Pen and Collins. Freedom of the press belongs to Labor, just as much as to Labor's enemies.

Warren Harsh luckily escaped injury in a truck-automobile crash on Route 40 December 13.

The housing situation sure is bad these days. Dick Coe moved right into a hog pen, truck and all. I've heard about a man putting a hog in a pen, but durned if a road hog didn't put Dick in one that time. We're glad you got out of that mess O. K. Dick was trapped in the cab of the tractor for two hours. Even the hogs couldn't root him out.

Jimmie Garrett sure is proud of that new truck. All Jimmie needs now is an easy chair and a canary bird and he'll stay put till the wheels fall off.

IN THE KNOW WITH KOKOMO

By O. B. CHAMBERS

There will be a special meeting of Local 759 at the Labor Temple, 512 East Sycamore St., at 8:00 p. m., January 5. It is very important that all members attend.

We have a few boys back from service, including Marvin Holliday, whose recent address was Korea; Chas. David, who is now working at the Becraft Motor Freight; Russell Dare, who is again employed at Miller Transfer, and Creston Hankins, who is at the Ross Transit Co.

Local 759 is now working on the City Cartage and City Coal contracts, but to date we have not made much progress and have petitioned the National Labor Relations Board to try and get the contract settled, as Coal expires January 1 and City Cartage January 15.

After a lot of delays and certain legal procedure we in our Local and Locals 135, 144, 364, 369, 414, 543 and 691 have finally received notice of a decision from the National War Labor Board favoring these locals against the Willett Co. of Indiana, which we are happy to report.

All the people of Local 759 claim they had a very nice Christmas, with plenty of good eats and a very enjoyable time, although they were menaced by bad weather.

The Ready Mixed Concrete have all been signed and settled, giving the members a nice increase in pay. The Victory Ordnance Plant

at Mexico, Ind., is again getting ready to reopen and go into production in the very near future, making civilian goods. Local 759 will represent the dock men, truck drivers and yard men at the plant, as this is one of the plants which was closed when hostilities ceased.

The Omar Bread men really ran into opposition with old man weather and sleet and ice, and several of the boys were forced to pull in off the routes. We wish to report Don Wisheart, steward; Howard Weeks, chairman, and other members of the Omar committee, have done a fine job in getting the local branch straightened out for Local 759.

Local Union 759 has invested \$4,000 more in Victory Bonds, and hopes that this small contribution will help bring back and keep a permanent peace.

It is reported that the Sharp Cartage Co. at Logansport has opened a new branch of service and now have Wm. Thomas and Charles Warpenburg in charge of the furniture moving van.

We have received a letter from Chas. Shanks, who is in the Marine Corps stationed in Manila, and he says hello to all the boys and gives us the good news that he will soon be back with us, too. (See his poem elsewhere in this Edition.—Editor.)

This local union wishes all locals and all members of the I. B. T. C. W. and H. a very happy and prosperous New Year.

THINGS I SEE AROUND 1-9-3

By BERNARD YOUNG

This is starting the New Year off, hoping every member of our local enjoyed the holiday season, the finest he ever enjoyed since childhood, when we all enjoyed every little thing.

NOTE: It's requested that every member be sure to watch the magazine *International Teamster* for news of importance to every one. All Aero Mayflower drivers pay particular attention to this! It concerns you in a big way. Item will be regarding a new insurance covering over-the-road drivers, and let it be said, Brother Eskew has worked hard on this. Boys, there could be nothing better for your protection.

Just received word that Ernest Jake Sloan is on the high seas and will eat Christmas dinner aboard ship. . . It's the happiest feeling in his entire life.

It's of interest to say that Ernest Jake Sloan will be out of the service by the time this is published. All members take this opportunity to welcome him back home. May his coming home be of the best of luck!

Seems our brother Jack King got too many rabbits first day of the season. Sorry he had to be on the sick list a few days, but he's okay now and back to work again.

Carl Shanks, of Shanks Storage, certainly had a very bad case of flu and was confined to his home for some time. He is back to work again, and here's hoping he doesn't have any more sickness—ever. There's no finer member than Carl. We all say, "Good luck, Carl, from now on!"

When out with McGuire and have to have a snack, around the Noblesville area, be careful about an invitation where to find "swell eats." That's what we hear these days. Better go the other way.

Mayflower drivers will be interested in knowing that Don Preston

is improving nicely. Our brother Don had the misfortune to break an ankle. We all wish you best of luck, Don! Hope to see you out real soon again.

Our Brother Leslie Connolly was sailing along the highway in the best of spirits awhile back with a Mayflower truck, when he discovered an accident on the highway ahead of him, and stopped to render aid. While helping get others out of the wreck, Leslie was very badly burned. His quick action, regardless of his own safety, no doubt saved the lives of those in the passenger car. Thank you, Leslie Connolly, for being the one right there! And we know you are improving nicely. That helps, your brother members think. What a chance you took to render aid as you did, even knowing you was being burned badly while doing this act of mercy!

WANT TO LET EVERY MEMBER KNOW THAT SOME TIME AFTER JANUARY 6 THERE WILL BE A SPECIAL MEETING CALLED. THIS IS YOUR MEETING, BOYS. IT'S IMPORTANT INDEED. MAKE EVERY EFFORT TO BE IN ATTENDANCE. LET'S PACK THE HALL THIS TIME. AT THAT TIME OUR COMING CONTRACT IS TO BE TAKEN UP. SO IT CAN BE DECIDED WHAT IS GOING TO BE ASKED FOR. THERE WILL BE GOOD POINTERS GIVEN AT THAT TIME. BUT WE MUST HAVE EVERY ONE PRESENT POSSIBLE BECAUSE YOU MAKE THIS CONTRACT. LET'S ALL BE THERE. THANKS!

Your columnist will have one son, Donald Ernest Young, home from service, after more than three years in the Navy, but another son is in a Navy hospital. Hoping he gets better soon, to get home also. I know how we all feel having our sons and daughters arriving home to stay once more.

EAST CHICAGO SIDELIGHTS

By STEVEN TOTHI

My family and I wish to express our sincere thanks for the many Christmas greetings received from you. We feel honored by being remembered by you. Thanks.

William R. Hood of Willett Co. was injured by a woman driver in Chicago. Although he is in bad shape, his injuries are not as serious as first reported. The doctors thought they would not be able to save his leg. The last report on him is more encouraging.

Walter Wojcik of Samock Trucking was also hit by a car. He is up and around, limping a little.

Wish to warn all drivers to stay away from the back end of their trucks in icy weather. Too many accidents. We have a lot of people up here who cannot drive cars in bad weather. If you must park, be sure to set out flags or flares for your own protection.

Dolly Madison Cake Co. is mov-

ing to town with 15 drivers. Welcome to the garden spot.

Ben Novak of Calumet Trucking is back from the Army and about ready to start working. Also notice George Splorick is back working.

We are still working on the two excavators who have not signed new contracts.

Ben Crowe has signed a new construction contract.

The beer drivers and helpers are working under their new contract, which gives them an eight-cent-per-hour raise. Back pay has also been paid.

Have received word from Pulaski Post No. 78 of the American Legion that its campaign to help veterans in the hospital was a huge success, and thanking us for the help we gave.

May I take this pleasure of wishing you all a Happy New Year.